

VOL. 6

OCTOBER, 1906

No. 1



# CURRENT EVENTS

AN AGRICULTURAL, HORTICULTURAL AND INDUSTRIAL MAGAZINE  
DEVOTED TO THE DEVELOPMENT OF  
MISSOURI, KANSAS, ARKANSAS, INDIAN TER.,  
LOUISIANA AND TEXAS.



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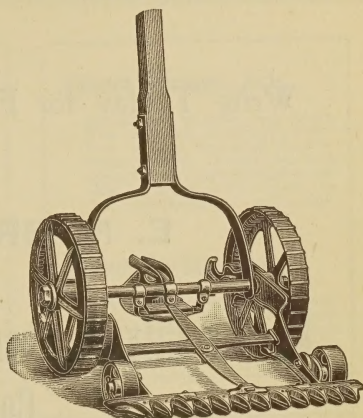
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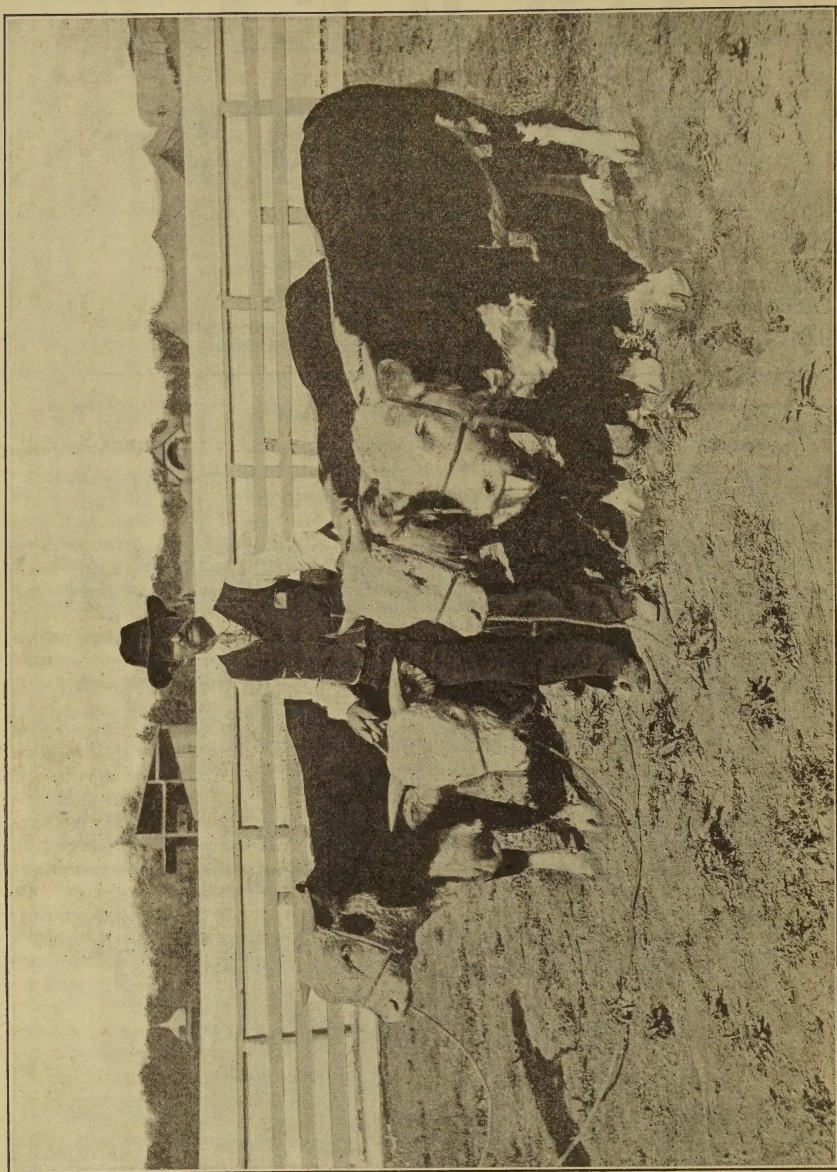
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Louisiana Herefords Raised Near Shreveport, La.

## The New State of Oklahoma.

At about the end of the year 1906, Oklahoma Territory and Indian Territory as legal entities will cease to exist. Congress has provided that the election for delegates to a constitutional convention must be held in six months after the president signs the Statehood bill, which he has already done.

The assets of the two territories from which a state is to be formed in due course of time consist of an area of 70,230 square miles, a population of 1,350,000, of whom 99,925 are Indians and 61,000 are negroes; taxable property to the value of \$800,000,000; 5,600 miles of railway, an annual cotton crop of 500,000 bales, an annual wheat crop of 40,000,000 bushels, an annual corn crop of 72,000,000 bushels, domestic animals valued at \$98,000,000; 208 National banks, 399 state or private banks; deposits in National banks \$26,000,000, in private and state banks \$12,000,000; a common school fund estimated at \$30,000,000; 6 cities with more than 15,000 population, and 12 cities with more than 5,000 population.

The new state has a larger population than any state in the union ever had at the time of its admission, a larger population than Colorado, Utah, Wyoming and New Mexico combined. An area a little larger than that of the state of Missouri, an annual railway construction greater than that of any state in the Union without exception, a cotton production greater than that of Tennessee and Virginia combined and with a value in 1905 of \$22,000,000. The third largest production of oil in the United States, with two exceptions more coal than any state west of the Mississippi. The two largest cities in the state are Oklahoma City, population 37,000, and Muskogee, population 22,000. Under the provisions of the statehood bill the constitutional convention meets at Guthrie the second Tuesday after the election and Guthrie becomes the state capital until 1913 when it may be changed. Twenty

days after being notified of the adoption of the constitution the president shall issue a proclamation, which shall be the formal announcement of the admission of the new state of Oklahoma into the Union. The new state is given two senators and five members of the House of Representatives.

In this new state there are vast mineral deposits which have barely been touched, but are already yielding great wealth. The coal and oil lands are the only mineral resources where development has been attempted. Lead, zinc, marble, fine building stones, vast stores of good timber, vast quantities of gypsum, iron and manganese ore, etc., are known to exist, but up to the present time nothing in the way of development, except that of opening up marble quarries, has been attempted. The principal development has been in agricultural lines and in old Oklahoma several million acres of land have been put in cultivation. Seventy-one per cent of the people of old Oklahoma are engaged in farming and every crop common to the latitude is grown there. All the land is new, the oldest only 17 years in cultivation, and the reader need not be told what new land will do in a favorable season. The cotton fields yielded 300,000 bales. The corn and oats, both enormous crops, were fed to the live stock. The potato is grown extensively, yields two crops and is a money maker. Poultry in 1905 yielded a revenue of \$2,500,000. Owing to the regulations governing the sale of lands very few people obtained more than 160 acres, which resulted in a comparatively dense population with a very great acreage in actual cultivation. Sixty bushels of corn to the acre are ordinarily grown, and the potato crop for 1904 amounted to three and one half million bushels.

Old Oklahoma contains in all 23,500,000 acres, nearly all of which has been settled upon and most of which is now in cultivation. The title to all the Indian lands in old Oklahoma was perfected and their sale to white set-

tlers took place under government supervision.

The Indian Territory under the government of the five civilized tribes, the Cherokees, Creeks, Choctaws, Chickasaws and Seminoles has never been opened to settlement. The lands were allotted directly to the Indian individuals, who under certain rules and regulations may dispose of part of their holdings. The title to city and town property in all parts of the Indian Territory has been perfected, and all the towns are now growing rapidly.

The productive capacity of the Indian Territory, with only a small part of its area in cultivation, is shown in the following crop report for 1905. Production of wheat and oats, 10,000,000 bushels; of corn, over 60,000,000 bushels; of vegetables, etc., 4,000,000 bushels; of cotton, 296,240 bales, and of hay, 175,000 tons. The live stock industry is large and comprises all varieties of live stock. The area of the Indian Territory is 31,400 square miles, of which more than 75 per cent is tillable. Much of the land is fertile prairie, all of it is well watered. All the river bottom lands are heavily timbered and in the eastern half is much fine merchantable timber. In climate, rainfall, etc., it resembles Western Missouri and Arkansas. Spring opens in February and runs into May, when summer begins. The winters are short and mild, the coldest weather occurring usually in January. It is one of the most salubrious sections in the United States. In 1900 the population was 392,060 and since then it has been rapidly growing. Nearly all the mineral deposits of the new state are in this part of it, now known as the Indian Territory. The coal production for 1905 amounted to 2,970,961 tons, valued at \$5,398,589, and the production of coke amounted to 41,192 tons. Fourteen new mines were opened during the year, making 109 mines in operation. The total population of the Indian Territory July 1, 1905, was 700,000, of which 86,152 were Indians distributed as follows: Seminoles, 2,750; Choctaws, 22,331; Chickasaws, 10,164; Creeks, 15,513; Cherokees, 35,394.

As stated above, in old Oklahoma all the Indian lands have passed into

private (white) ownership, except such tracts as have been allotted to individual Indians. In the Indian Territory all the lands have simply been subdivided and allotted to individuals, the Indian tribes having never parted with their titles. Purchases of lands must be made from the Indian owner in accordance with the regulations printed below and others since adopted.

#### Land Restrictions.

Under the Act of April 21, 1904, all citizens of the Five Civilized Tribes who are not of Indian blood and not minors can alienate their allotments except homesteads without restrictions, and citizens of all nations by blood can make application to the Secretary of the Interior for the removal of the restrictions upon the alienation of their allotment except homesteads. The provisions of the treaties with the Five nations on the question of selling allotted land are as follows:

#### Creek Nation.

Under supplemental agreement ratified by Act of Congress June 30, 1902, an allotment may be alienated without restrictions at the expiration of five years, or July 1, 1907, except the homestead, which is inalienable for twenty-one years. Creek citizens by blood may sell their allotment except the homestead by listing the same with the U. S. Indian agent (and advertising it in the Muskogee Weekly Phoenix for sixty days), provided the sale is approved by the Secretary of the Interior.

#### Cherokee Nation.

The agreement with this nation ratified by the Act of July 1, 1902, provides that allotted land may be alienated five years from the date of the ratification of said act, the homestead being inalienable for twenty-one years.

#### Choctaw and Chickasaw Nations.

The supplemental agreement with the Choctaw and Chickasaw nations provides that allotted lands with the exception of the homestead, which is inalienable for twenty-one years, may be alienated, one-fourth in one year, one-fourth in three years and the balance in five years after date of patent.

### Seminole Nation.

The agreement with the Seminole nation provides that all allotted lands except homesteads, may be alienated after issuance of patent and that no patent shall be issued until March 4, 1906.

### Leasing Land.

In regard to leasing allotted land the agreements with the Choctaw and Chickasaw nations provide that citizens can lease their lands for agricultural purposes for a term not exceeding five years, with the approval of the Department. All leases with minors must be made by legally appointed guardians.

In the Creek and Cherokee nations citizens may rent allotments for grazing purposes for a term of one year

only, and for agricultural purposes for not more than five years without Departmental approval, but longer term agricultural or grazing leases and all mineral leases have to be approved by the Secretary of the Interior. In the Chickasaw and Choctaw nation leases may be made for five years for any purpose, but there is no provision for a lease for a longer period. In the Seminole nation leases may be made for a period not exceeding six years with the approval of the secretary.

### Timber.

Adult Indians in each of the five tribes can dispose of any timber on their allotments after receiving certificates of allotment, provided, all leases with minors must be made with legally appointed guardians.

## The Treasure Hunt at Gran Quivera.

F. E. ROESLER.

Gran Quivera, in New Mexico, with its acres of fallen ruins, its gray old church, with partly fallen roof and richly carved vigas (joists of cedar), its long lines of irrigating ditches marked by rows of cotton woods, some still green, once the mining emporium, the market place, the religious center and the slave mart of a conquering race, was in 1680 the favorite place of abode of the Spanish conquistador. Here he swaggered through the streets and revelled in the good things of the earth, which he squeezed out of the hapless native. Here was a swarm of black robed Franciscan friars who instilled the teachings of the gentle Nazarene upon the unwilling native by means of the bullhide lash, the thumb-screw, an occasional hanging and burning and such other means as the Spaniards commonly used in order to promote Christianity. Here was also the patient and hopeless native to whom the clanging of the church bell meant endless punishment in the hereafter and physical destruction in the present. In the distant Chiricahua mountains hundreds were laboring under the lash in the mines and at Gran Quivera several thousand others labored for the benefit

of the task master. Year after year passed, bringing sorrow to the native, forsaken by his gods; joy and wealth to the black robed zealots, who robbed him of body and soul and riotous revelry to the fanatical freebooters who maintained the dignity of the church for gain and plunder.

Seventy-five years before, a horde of Spanish cut throats, robbers and zealots, had marched from Culiacan in Mexico in search of plunder. They conquered the city after a hard fight with the natives, who having no armor could not properly resist. Those that were not murdered outright were reduced to practical slavery, unless one regard the infliction of a new religion as ample payment for seventy-five years at labor not otherwise paid for.

In the famous turquoise mines at Los Cerrillos, near Las Vegas, a wall of rock had fallen and slain a hundred or more Pueblo Indians. The Spaniards raided another Pueblo to impress new laborers for this mine, when open revolt was determined upon.

For over three-fourths of a century the native had borne his burden, had lived, groaned and died under the iron rule of his Spanish taskmasters, when

there appeared in Gran Quivera a strange Indian. He came and went in the night and carried with him a knotted cord. The stranger had come from afar, and during his journeyings the knots on his cord had been decreased in number from twenty to four. At midnight he cut off the fourth knot and delivering his message, was about to depart when a second stranger hurriedly appeared and cut off the other three. The struggle for freedom was to begin at the end of three days in all the Pueblos of New Mexico. Some traitor, lured into the confessional, had betrayed his fellow men and the second messenger was sent forth to hasten the time set for the revolt. Bows, arrows and spears had been hidden in safe places by the messengers, and in all the land of the Pueblos there was not a woman who had been apprised of the intended revolt. Women go to the priest for confession and the Pueblos knew the ways of women, but the man who betrayed his fellows died a horrible death. Not a sleeping Spaniard in Gran Quivera dreamt of the comings and goings, the tightening of bowstrings, the hamstringing of horses, the sharpening of arrow and spear heads and preparations for offense and defense that took place between the midnight and dawn of that night.

Before the break of day the walls of Gran Quivera resounded with the war cry of the Quivera and the cry of Sant Jago, and bloody work was done that day in the town. In the mines, in the mountains, in every pueblo in Arizona, New Mexico, and Western Texas a similar slaughter took place. The surprised Spaniards were cut down whenever found. From the mountain canyons issued the Apaches and Utes, and from the plains came the Comanches, all three ancient enemies of the Pueblo tribes, for once united in a common cause to raid the fleeing Spanish caravans and attack the isolated mines and ranches. The several thousand Spaniards who had grown opulent on the forced labor of the natives were slain without mercy. Soldier, priest, friar, merchant, man, woman and child went down under the vengeful blows of those who had suffered the better part of a century and had given

up life, hope and eternity at the bidding of the taskmaster. Even in this day the story of the sorrows of their ancestors is told in the few remaining pueblos in the land, and their story of suffering is more harrowing than that of the Jews under Pharoah or under the Kings of Babylon. The few hundreds of bedraggled, starved and footsore Spaniards who found their way back to Mexico also had a story to tell of retribution and a merciless vengeance. The Pueblo revolt of 1680 was the end of Spanish mining in Arizona and New Mexico. All the old workings were filled up by the Pueblos and as far as possible every trace of Spanish mining was obliterated. A hundred years passed before Spanish power was again established in New Mexico, but there was no mining after the revolt of 1680.

During the contest in Gran Quivera the Spaniards hastily gathered their ill-gotten treasures and buried them. The few that escaped the general massacre carried the secret of their location with them. One of the priests was spared and found his way to the Pueblo of Isleta of the North, but that is another story. Some twenty years after the revolt an earthquake leveled the walls of Gran Quivera, leaving only a pile of ruins to mark its site.

The story of its hidden treasures is well known all over New Mexico. Those that buried them hoped to recover them, but none ever returned after their departure. Mexicans, Spaniards, Americans and Indians have repeatedly made efforts to recover these treasures, but none are known to have been successful.

In 1894 there appeared in Tularosa, New Mexico, a swarthy stranger, accompanied by some thirty or forty others, who according to local descriptions, resembled a band of gypsies more than any other class of people. They made diligent inquiry in regard to the location of Gran Quivera and seemed surprised when they learned that it was in ruins. The leader, who claimed to come from Brazil, and seemed to be well supplied with funds, had with him plans and charts pertaining to Gran Quivera. He claimed to be a direct descendant of one of the

Spanish inhabitants who escaped the massacre of 1680.

The party went northward from Tularosa to Chilili and made this point the basis of their operations. They continued their re-searches about Gran Quivera for some months, but finally went back empty handed. While thus engaged, the swarthy stranger found ample time and opportunity to fall in love with the daughter of a merchant at Chilili, who took but little stock in Spaniards and much less in the hidden treasure. When he tried to abduct the girl, who would not elope

with him, the irate parent ran him down with an escort of cowboys and had him promptly jailed. The arrest of the stranger made necessary an examination of his papers, which appeared to be bona fide. He was eventually released and disappeared.

When the grass gets green in July and August each year some Mexican shepherd will drive his flock over the ruins of Gran Quivera, will call on the saints to help him and proceed to dig, a hole with the usual amount of success.

## The Growth of Joplin, Mo.

The man who has been in touch with the growth of the West during the last quarter of a century has had an opportunity to observe many things, and among these the growth of the towns. First a railroad track through an unpopulated country with a vacant town-site at intervals of ten miles. Next an auction sale of town lots, bringing an average price of fifty to one hundred dollars per lot. The purchaser of the lot feels doubtful about the wisdom of his purchase, the only resource of the town in sight being a dozen farms and many square miles of unoccupied land. He communes with himself and erects a two hundred dollar building, puts in a five hundred dollar stock and awaits further developments. After a few months his neighbors, after numerous cogitations, come and do likewise, and before long there is a straggling main street and a few side streets with nondescript dwellings. Usually the mercantile stocks are of poor quality and the hotel is ordinarily in point of excellency ten degrees below the dog. The local trade is not extensive, and for a time the new town is far ahead of the surrounding country. The merchant from the big city, whom necessity compelled to make a new start in a new town, has in the meantime made several observations. In Chicago he had invested in his business \$10,000. His rental for the store cost him \$1,000 and for his dwelling \$300 per year. He

had to maintain two delivery wagons, four clerks and a solicitor, keep electric lights, two telephone systems and pay taxes on a valuation of \$10,000. At the end of the year he has turned his stock once or twice, has met the sharpest competition and got a bare living out of his investments if everything goes well.

In the new town he did not do one-tenth of the business he did in Chicago. He lived in the back part of his store building, which cost him, including the lot, \$300. He has no delivery wagons, no solicitors, no telephone, no electric light and only one clerk. He turned his stock six times, pays taxes on \$1,000 valuation. Has lived a year, carries a stock of the same value and has \$1,000 clear in bank.

The first year in town there were no waterworks, no sewerage, no graded streets. Wooden sidewalks will keep the people out of the mud. In the third or fourth year the country has caught up with the town. The location has proven to be fairly good and its trade is now permanent. People begin to trade in town lots, there is talk about grading the streets and the need of a water supply and grumbling about insurance rates. Nearly all the merchants live in dwellings of their own, and there is a weekly newspaper, telephone, a better hotel and a cotton gin or a gristmill. About this time the usual fire cleans out the business part.

The original builders are now dealing with known quantities, know approximately what the annual business is and have confidence in the future of their town. Substantial brick buildings now take place of the frame buildings. If there are resources that can be developed industrially the future of the town is assured. The weekly paper becomes a daily, the little state bank soon has a competitor in the First National. There is an Assembly Hall or an Opera House and a city or town council. Some of the spare cash of the community has gone into graded streets, water works, a fire department and a \$10,000 school building. A count of noses shows from 4,000 to 5,000 people. Some of the retail merchants have become wholesalers or jobbers. The Commercial Club comes into existence in due time, and about the eighth or ninth year the community is frequently called upon to raise a bonus for a new railroad, a wagon factory, a hospital or some other institution that will benefit the town. With eight or ten thousand people comes the demand for electric street cars and three and four story brick buildings.

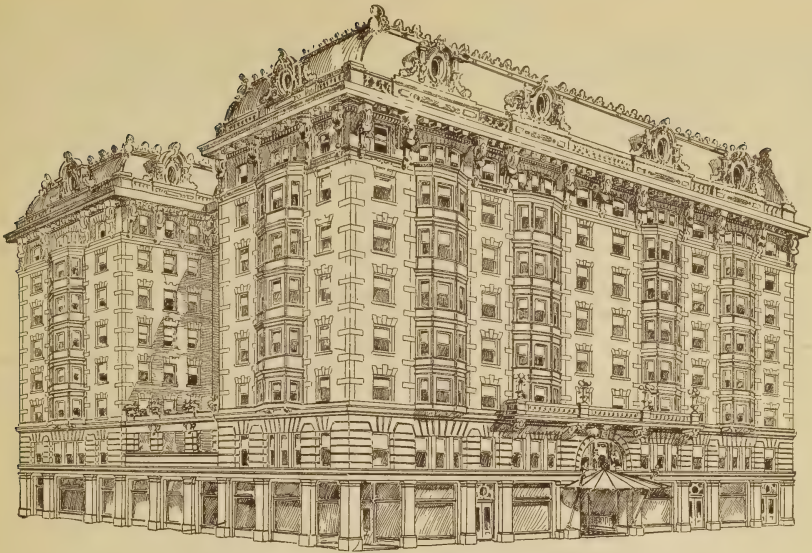
Often it is a hard struggle to secure this or that railroad, or to raise a bonus for this, that or another purpose, but somehow or other it is raised. Street cars, waterworks, parks, colleges, libraries and county seats cost money, but most of these things come in time. Most of the smaller western cities and towns go through these experiences, but now and then one falls by the wayside, and many of its citizens who have made a good fight and failed, move to the more prosperous towns.

Joplin, Missouri, like all other western towns has had to go through the process outlined above. It was located in a fertile section of Missouri, but so were half a dozen other townsites.

Early in its history there was a discovery of enormous deposits of lead and zinc, but the other towns were equally convenient for their development. It was due largely to the energy of the citizens of Joplin in the early days, that the mining industry was centered at that point. Some of the other towns were equally well lo-

cated, but were not equal to the conditions that confronted them. The ability to cope with the conditions as they arose, even at risk of great loss, made it possible for Joplin to become the financial center of a mining industry amounting in value to \$11,000,000 to \$15,000,000 per year.

In a recent publication issued by the Commercial Club of Joplin, the following statement is made concerning the industries and institutions of the city. The present population (July, 1906) is 40,000, the increase during the past eighteen months being 12,506. A Seventy Five Thousand Club has been organized and is doing effective work in bringing the merits of the city before those in search of a new business location. The present area of the city is nine square miles. The assessed values of taxable property is \$5,450,000 and is said to be less than one-third of the saleable value. The bonded debt is less than two per cent of the assessed valuation. The tax rate in the city is \$1.30, in the county \$2.32. The city has six commercial banks, one savings bank, one trust company, with deposits amounting to \$3,634,000. Seventeen school buildings, valued at \$350,000, 6,343 pupils and 117 teachers. There are 28 churches, including all denominations. During 1905 new church buildings, valued at \$151,000 and a Y. M. C. A. building, valued at \$50,000, were erected, a public library erected at a cost of \$60,000 was built in 1903. The railways entering Joplin are the Kansas City Southern, the Missouri Pacific, the Missouri, Kansas & Texas and the St. Louis & San Francisco. Interurban lines of electric railway connect Joplin with Galena, and Empire City, Kansas, Oakland, Webb City, Carterville, Johnstown, Prosperity, Duenweg, Lakeside, Carthage, Oronogo, Neck City, Purcell and Alba. Natural gas is delivered at a maximum rate of 25 cents per thousand feet and electric power may be had at an exceptionally low rate. Being very close to the coal fields of Kansas, the price of this fuel is also very low. Wholesale firms in Joplin handle groceries, drugs, notions, candies, wines and liquors and other lines. Three hundred mile of turnpike



The New Joplin Hotel. Barnett, Haynes & Barnett, Architects, St. Louis, Mo.

roads lead from the fertile fields of Jasper county to Joplin. All streets in Joplin are either paved or macadamized. During 1905 the district surrounding Joplin produced \$13,302,800 in lead and zinc ores. There are now many factories and foundries in Joplin, the latest acquisition being a wagon factory with an annual capacity of 5,000 wagons, in which 200 men will be employed. At the present time Joplin has three first-class hotels, many family hotels and a large number of boarding houses.

The largest single undertaking of any kind in Joplin is the construction of the new Joplin Hotel, which when completed will be one of the largest and best equipped hotels in the state of Missouri.

#### Facts About the New Joplin Hotel.

Contract price is \$350,000, salvage from the present structure belonging to Dieter & Wenzel, local contractors who have demonstrated their ability to successfully compete with the largest contracting firms in the United States.

Dimensions of the new building will be 108x121½ feet, nine stories high exclusive of the basement and to contain 255 rooms above basement.

General construction of this modern fireproof structure will be principally of skeleton steel. One thousand tons or about 50 carloads of this material will be used in construction. In all about 500 carloads of building material will be required in getting the building in shape for the inside finish. The quantities of other building materials required will be as follows: Cement, 40 carloads; copper and sheet metal, 2 carloads; plumbing material, 16 carloads; limestone, 25 carloads; tailings, 100 carloads; lumber, 15 carloads. Most of the lumber is required for false work and will not enter into the construction of the building.

The new building will have about 120 bath rooms, individual heating, lighting and power plants, latest improved ventilating system, complete mail chute system, a telephone in every room and will be thoroughly modern in every respect. Main entrance on Main street with additional entrance in the southeast corner of the building. Building will contain two of the latest improved electric passenger elevators, one freight elevator and one hydraulic lift, from the basement to the first floor. Inside finish will consist of

tile, granitoid and Italian marble.

Plumbing bill alone will amount to \$60,000. This contract will be filled by John W. Comerford.

When completed the building will be among the finest in the west and will have cost Thomas Connor over \$500,000.

Work of raising the present structure will be commenced within 30 days by Dieter & Wenzel and will be pushed as rapidly as possible. When possible, day and night shifts will be employed in the work. The same policy will be pursued in erecting the new Joplin Hotel. The contractors expect to have work of excavating completed within 90 days, when work on the new structure will be immediately commenced. The building will be completed in April, 1907.

A singular thing about the new structure is that the foundation will

consist of 54 concrete piers, sunk about 8 feet below the surface of the basement floor. The walls commonly known as the foundation will be mere retaining walls.

Barnett, Haynes & Barnett, of St. Louis, architects and designers of the new Joplin Hotel, are conceded to be the foremost of the leaders of their profession in the United States. Their field of operation extends from ocean to ocean and embraces only the highest class of work. They were designers of a number of the principal buildings at the St. Louis World's Fair and received credit for the novel design brought out in the cascades, with which millions of people throughout the United States are familiar. Recently their plans were adopted for a \$2,000,000 cathedral at St. Louis and for one of the tallest skyscrapers of New York.

## Evangeline Memorial.

BY ASSOCIATED PRESS.

St. Martinville, La., Nov. 24.—As every nation loves to preserve the history of its ancients and legends handed down, in like manner certain localities settled early, and where several generations have flourished and passed away, accept and cherish old local legends pertaining to their early settlement and beautiful, oft-told reminiscences of the dear old fireside story tellers, their old friends and grandparents. Thus, here in St. Martinville, among the most refined and exclusive of all the early French settlements in Louisiana, is cherished as ancient lore one of the most beautiful of these legends—the same that has immortalized Longfellow—the legend of Evangeline, believed and held to be true by the inhabitants of this fertile valley on the banks of the beautiful Teche, and known far and wide as the Attakapas, a name inherited from an Indian tribe.

The romance of Evangeline handed down from generation to generation is the story of an Acadian maiden and her lover, who were separated on the eve of their union, during troublous

times which attended England's perfidious dispersement of the little French colony in Acadia. Evangeline, so the story runs, was one of the many who were finally stranded in Louisiana and left to face the world alone. In his poem Longfellow writes of her faith in Gabriel, whom she saw but once after leaving Acadia, and that was on the flatboat which carried the Acadian refugees to the "Post of the Attakapas." Her constancy and faith in him whom she had learned to love at the old hearth of her home never faltered. The treacherous blow was made by the English in the separation and dispersements of the Acadians to various points along the Atlantic and Gulf coasts, and after many years Evangeline arrived at this "Post of the Attakapas" but to see her lover, whom she had spent, the best part of her life to find, had married another maid. Gabriel, the lover of Evangeline, after fruitlessly searching for his betrothed, finally contents himself with his lot, and married another maiden, but to repent bitterly when he meets Evangeline at the landing. He disappears in

the woods and is never seen afterward.

But Evangeline still remained at the post, and the legend of her self-sacrifice and noble life will ever remain fresh and green in the memories of the inhabitants of this quaint little town, as the oak consecrated to her will ever remain a monument to the moral courage, faithfulness and fortitude of a noble woman.

This oak, a beautiful tree, spreading its majestic branches over an arpent, is on the banks of the Teche, where it is said Evangeline would sit in the evenings in company with little children. Although Longfellow, in his

poem, relates Evangeline meeting Gabriel in a little town (Philadelphia in the northwest) certain it is that the legend related by those who have lived in this poetic spot assures one that Evangeline was buried in a tomb which can be seen right back of the stone Catholic church—and which is kept sacred to the inhabitants who know it and believe it.

Steps have been taken to make a park, fenced in, and iron benches placed around the stately old oak to immortalize the memory of the sweet maiden and thereby assure its everlasting safety.

## Lockesburg Colony, Sevier Co., Ark.

A. RAWLINS, LOCKESBURG, ARK.

Coming eastward from the great Staked Plain of Texas, where in the last twenty years I made some money and lost more, it was my fortune to stray into Sevier County, Ark., after having visited Western Missouri. What a grand state Missouri is. I was aware of years ago, but that a much bigger wad of money than I had, was necessary to get a foothold, I did not fully realize until I arrived there. With money enough to pay for an improved farm in full and a little more to properly stock it, I know of no finer proposition than a quarter section in South-

west Missouri. What I needed, was good land and very cheap land. I am too old to get much comfort out of pioneering and wanted to get into an old settled country if I could. The proposition was not easy but I figured it out in this way: If you want a good farm, convenient to a railroad, not too far from a good trading town, and all this within the reach of a man with very moderate means, the place must be looked for along a comparatively new railroad passing through an old country. The Western country, I knew well enough. When a man lives



Cotton Field, Lockesburg, Ark.



Tobacco Field. Lockesburg, Ark.

in it a quarter of a century, he begins to understand the tricks of the weather. When he has seen four rushes of settlers to the West and has also seen them coming back by wagon instead of chair cars and has seen land values rise from two dollars to ten and fifteen and drop back to original values, three times, an occasional bumper crop and a land boom have ceased to be an attraction. For me the good old regular thing is good enough. The Kansas City Southern Railway was to me the most promising, because it was the latest through line built. I found an abundance of good cheap land all along this line and ninety-nine times out of a hundred, the land was worth the money asked for it. Following out the original idea, to-wit, that the newest line should have the cheapest land, I went out from De Queen, Ark., over the De Queen & Eastern Railway to Lockesburg, Ark. This is only twelve miles from the main line of the K. C. S. Ry., and I found what I was looking for and plenty of it.

Comparisons are generally odious, but there is a difference between the lands of the Plains and the Panhandle of Texas and the lands of Western Arkansas. On the plains, we used lumber hauled a thousand miles or more for our buildings, and this cost us from thirty to thirty-five dollars per thousand feet. The small supply of mesquite brush was soon exhausted

and then we paid from \$5 to \$7 for very indifferent coal. Our crops were never certain and the native grass, abundant in some years was scant in others. Not a drop of water that we didn't have to dig for. The man who had several sections of land and cattle enough to stock them, could see his way clear, but the man on the quarter section farm got old before his time laying awake o'nights and wondering whether he would get a crop this year or not. The thousands who are rushing out there now will lose much good sleep in the next three or four years and they will be much wiser and poorer than they are now. This talk about the rain belt moving west is all bosh. In the last twenty years, the rains have gone further west for a year or so three times, and then went back further east, leaving the Panhandle and the plains high and dry. The farmer in that section, as far as my observations go, can figure on two years of a feast, one year of scant crops and about four years of famine. He will lose more in the dry years than he can possibly gain in the years when there is enough rain. I have seen over 100 bushels of oats, 60 of corn, 27 of wheat and a bale of cotton grow on that land to the acre and I have seen it a dust heap, which did not return the seed that was planted and I saw this oftener than I saw the crop.

Western Arkansas has yet to see the



Corner of Square, Lockesburg, Ark.

first time in which there is such a thing as a complete failure of crops. Sometimes there has been a short grain crop, or cotton did not yield up to the standard or fruit was nipped by a late frost, but no man ever emigrated from Arkansas because he could not raise a crop. Building material is dirt cheap, compared with the prairie country. Any farm in Arkansas will supply all the fence posts, building timber and fuel that is needed for years to come. Beautiful running streams and springs everywhere. Good pasturage at least nine months in the year, and first class markets all around us. Western Ar-

kansas is full of sawmills, quarries, mines, etc., with large numbers of employes and close by are Shreveport, La., population 40,000, Texarkana, Tex., population 26,000, Fort Smith, Ark., population 25,000, Joplin, Mo., population 40,000, Pittsburg, Kan., population 16,000, and a dozen or more of places with 5,000 to 12,000 inhabitants, beyond these Kansas City and the other great markets that take the live stock and the early fruits and vegetables.

Lockesburg is a good little town of one thousand people, having a high school, a graded public school, several



Gathering the Peach Crop, Lockesburg, Ark.

churches, a bank, several hotels, ten or fifteen stores, several sawmills, grist mills and cotton gins. It handles about three thousand bales of cotton per year, and does a considerable business in general farm produce, live stock and hardwood timbers in the form of barrel staves, railroad ties, fence and mine posts, etc.

It lies about the center of a smooth ridge about fifteen miles wide, running southward from the Ozark mountains. On the western edge of this ridge is the Cossatot and on the eastern side the Saline river, both large beautiful clear streams, full of fine game fishes. Numerous smaller streams flowing easterly and westerly from the backbone of the ridge empty into these rivers.

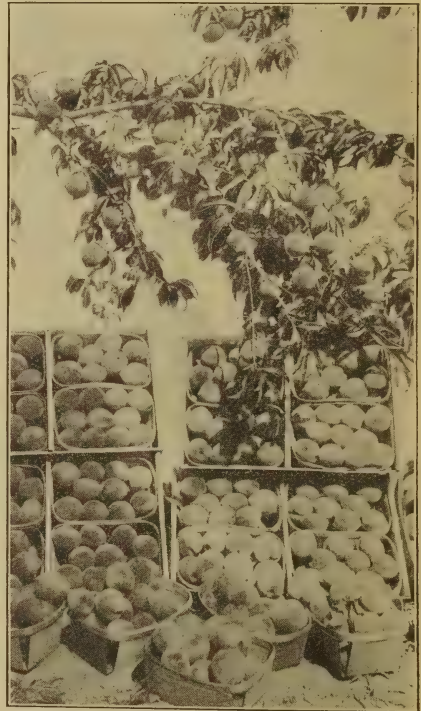
The country round about Lockesburg has been settled for more than sixty years, but never densely. After the Civil war, the building of the Western railway lines attracted immigration in that direction, and so until now much land between the original farms remained unoccupied. Much of the country was originally heavily timbered. Large tracts were cleared fully fifty years ago and many farms have been that long in cultivation. Some of them were large plantations, cultivated now only in part, owing to changed labor conditions. On other lands only the pine saw timber has been removed in recent years.

There is much diversity in these lands, some being cut over timber lands, some uplands, some rich river bottoms, suited for various purposes. A considerable acreage is highly improved, while on other lands the improvements have yet to be made. The bottom lands along the Rolling Fork, Cossattott and Saline rivers are exceptionally rich cotton and corn lands, capable of producing from a bale to a bale and a half of cotton and from 50 to 75 bushels of corn per acre. Alfalfa and other forage crops yield wonderfully well on these lands.

These lands are free from swamp and marsh. They are more or less rolling, the Northern part particularly being to a certain extent broken, and those south of Lockesburg principally bottom lands. Small creeks, tributary

to the large rivers on either side of this colony, afford splendid drainage as well as the finest of mountain river water for stock. Springs are numerous. Where once there was a vast forest, now we have lands with the heavy timber gone. Stumps and brush remain, but when cleared you have as fine agricultural lands as can be found. The soil varies from the heavy black loam in the bottom lands of the south to the reddish gravelly soil in the north, and it is fertile and rich beyond compare.

The uplands, some comparatively level, some rolling, vary more or less in kind and quality, and some of them are esteemed as almost equal in point of fertility with the best bottom lands. They are capable of a wonderful range of production, and by many are preferred for fruit and truck crops to any other lands in the state. These uplands produce from 25 to 40 bushels of corn



Packing Peaches at De Queen, Ark.



Southern Orchard Planting Company's Orchard, Horatio, Ark.

and from two-fifths to three-fourths of a bale of cotton per acre. Oats, barley, rye and wheat do well on all the lands and the domestic grasses, red top, timothy, clover, the various sorghums, etc., yield handsome crops. Every field crop grown in the Northern states does well here, in addition to which, several essentially Southern crops are also grown. In regard to forage the ratio of production, owing to the longer growing season, is probably a crop and a half to a crop further north. In few localities can live stock be pro-

duced more economically than in this section.

The great money making crops of Sevier county and Lockesburg colony are, however, fruit and truck. This business is already well established and developed, and the new comer will find a market already established and in good repute in all Northern cities where fruit and truck are consumed. There are at present in cultivation over 7,000 acres in peach trees (of which 3,000 acres are in one great orchard at Horatio), about 1,000 acres in pota-



Hauling Peaches to Packing Sheds, Southern Orchard Planting Co.

atoes, tomatoes, cantaloupes, strawberries, onions, and commercial truck of various kinds, and also from 400 to 500 acres in cucumbers. At DeQueen there is a cannery and a pickle salting station, a cold storage plant, and the facilities for handling truck in large quantity. A better poultry country can hardly be found anywhere. Most of the peach trees already planted will come into bearing in 1907 and 1908, when the fruit shipments will exceed 2,500 cars. The shipments from DeQueen at present amount to about 30,000 crates of cantaloupes, one hundred carloads of peaches and berries and great quantities of commercial truck.

In the matter of land values the country about Lockesburg presents some unusual conditions. The unimproved lands are scattered among highly improved farms, the locations of the

older settlers. Owing to the great diversity in the lands, some improved, some timbered, some uplands, some bottom lands, some cut over lands, there can be no uniformity in prices. Each and every tract has its value according to its merits, and a personal inspection of the land is necessary to make a selection. The prices vary from \$5.00 per acre to \$30.00 and in some of the more remote localities a few pieces of government homestead land can also be found. One can come here, however, with a well founded hope of finding a good farm within easy reach of a railroad, for less money and on easier terms, than almost anywhere else. When looking for a home, you cannot do better than to stop off at Lockesburg, Ark., get acquainted with the people and learn what opportunities are offered here.

## The Fruit Crop.

The sales of nursery stock in the State of Missouri for 1905 amounted in value to \$629,577, the bulk of this coming from Pike, Franklin, Jasper and St. Louis Counties. The value of the cut flowers which were marketed amounted to \$156,574 for the same year.

The berry crop was pretty well disposed of by the end of June or the beginning of July. The quality of the berries in Southwest Missouri and Northwest Arkansas was unusually good and as high as \$2.25 per crate was obtained for some of them. About 100 crates to the acre were obtained, which is considered a good crop. Neosho, Mo., shipped about one hundred carloads, and Decatur, Gentry, Sulphur Springs, Siloam Springs, from five to thirty cars each. Blackberries, raspberries, cherries and grapes were shipped in smaller quantities, though in the aggregate the quantity was large. The prices obtained were very satisfactory. Southern Arkansas, particularly, Mena, De Queen, Cove and Grannis made large shipments of berries of all kinds, obtaining high prices for the first shipments, which held up

until the shippers at northern points came into the market.

Early truck shipment brought good figures. The potato crop, extra early, was exceptionally good, both as to quantity and quality, and was profitable. Numerous smaller shipments were made from Louisiana and Texas points, but the heavy consignments came principally from the red lands along the Arkansas river, Fort Smith being the principal shipping point.

The movement of peaches, tomatoes, melons, berries, potatoes, etc., passing through Texarkana, where the cars are re-iced, amounted July 24 to fully four thousand cars. From one hundred to one hundred and twenty-five cars were handled daily at that point.

Peach picking and packing is finished in Sebastian, Franklin, Johnson, Pope, Logan, Crawford, Madison, Polk and Sevier Counties and is being wound up rapidly in Benton and Washington Counties at this time, August 1st. In quite a number of localities the crop was exceptionally good, as well as large. Shipping began at Van Buren, Ark., about July 20, the crop being very good. Tomatoes and cantal-



Peach Picking at Decatur, Ark.

loupes were shipped from the same locality in car lots. In Benton and Washington Counties and in Southwest Missouri generally the crop is not as large as usual, but the quality is good, and the same can be said of the adjacent Indian Territory. The shipment of Elberta peaches from Horatio in Sevier County amounted to about twenty carloads, a large part of these coming from the young orchard of the Southern Orchard Planting Co., comprising three thousand acres. Only a very small part of this orchard is ready for bearing this year.

The outlook for a very large apple crop is better than it has been for several years. The apple crop of Benton and Washington Counties is estimated at 5000 carloads for this year. The towns of Gravette and Siloam Springs expect to ship between 300 and 400 cars each. Figuring 200 barrels to the car and \$1.50 per barrel, the revenue from this source for each would be \$120,000, Siloam Springs having an excellent storage plant can hold its apples until later in the season, when \$2.50 to \$3.50 per barrel can be obtained.

## Shreveport, 1906.

Shreveport, La., was "discovered" in 1836 by Captain Henry H. Shreve of St. Louis, who had ventured up Red River in a steamboat. There was nothing on the site except what Nature had put there. It was a good place to land a boat, and there was plenty of rich Red River bottom land around it. In 1839 the town of Shreveport received its charter, and within a short time cotton planters began to settle near the village. It developed into a trading post

and at the outbreak of the Civil War contained a population of three thousand. During the war Shreveport became a military post and until the close of hostilities was the state capital. During the four years of warfare the plantations had been abandoned, but with the return of peace the fields again became white with cotton. Railroads soon began to penetrate the region, and with the improved transportation facilities a steady growth began and has

continued to this day. Shreveport possessed one advantage over its competitors for business, and that consisted of its facilities for river navigation. Every line of commerce within reach was developed and today the city of Shreveport has a population exceeding thirty thousand, and transacts an annual business aggregating \$25,000,000.

Shreveport now has seven trunk lines of railroad; the Kansas City Southern, the Texas & Pacific, the Missouri, Kansas & Texas, the Houston & Shreveport, the Cotton Belt, the Vicksburg, Shreveport & Pacific, the Louisiana Railway & Navigation Co., with eleven diverging lines. Red River is navigable all year round between Shreveport and New Orleans, and navigable for the greater part of the year from Shreveport to Denison, Tex.

It is now the third inland cotton market in the United States. Only Houston, Tex., and Memphis, Tenn., handle larger quantities of cotton. The cotton receipts frequently reach 315,000 bales in one year. For its population it is the largest wholesale distributing point in the United States. The four banks, two National, two State, have a combined capital of over two million dollars, consisting of capital stock, surplus and undivided profits. The average daily deposits are five million dollars. The city's bonded debt is \$290,000, of which \$40,000 will be retired this year, leaving only an indebtedness of \$250,000. The \$40,000 taken up this year will not be due for some years hence.

The public improvements consist of 1,671 miles of paved streets, with several additional miles under contract, two telephone systems, the best fire department in the state, splendid gas and electric lighting systems, supplying power also, 18.5 miles of sewers, 31.5 miles of water mains and the most complete and up-to-date pumping and filtering plant in the southwest. More elegant office buildings are found here than in any city of like population in the southwest. Shreveport has always been liberal in assisting local legitimate industries, and during the past fifteen years has voted and contributed over \$700,000 for these purposes and

for securing new railway lines. The city tax rate is 183.8 mills on an assessment of less than one-third of the actual value.

The electric street car service operated by the Shreveport Traction Company comprises four lines having a mileage of 13 miles, and five miles additional in contemplation. On the paved street 80 pound steel rail is used, on the unpaved street, 65 pound rail. The Citizens' Oil, Gas & Pipe Line Company have completed a pipe line to Shreveport from the gas wells at Ananias, La. The natural gas is delivered to the consumer at less than one-fifth of the cost of manufactured gas formerly used. Fuel for manufacturing is one of the cheapest commodities in Shreveport.

The public school system of the city is very complete and elaborate. The High School building's grounds and furniture, including the industrial departments both for girls and boys, occupying about five acres of ground cost \$150,000 ten years ago. The same property today would cost double that amount. The six public schools belonging to the city cost \$286,000 more.

The mortality rate for both white and black population, as reported by the Shreveport Board of Health is 16.2 per thousand. Separately—White, 10.1; black, 26.2. For the year 1905 the white mortality rate was 9.27; the black, 22.75. Few cities in the United States can make a better showing than this. The altitude is from 200 to 300 feet above sea level; the annual rainfall 46.10; the average temperature during the past thirty-four years, 65.07. The average temperature by the month: January, 45 degrees; February, 50; March, 58; April, 66; May, 74; June, 80; July, 83; August, 82; September, 76; October, 66; November, 56; December, 49.

The year 1906 in Shreveport has been one of unusual activity. Perhaps the greatest crop known in this section is nearing harvest. It is generally conceded that the coming crops of cotton, corn, potatoes, alfalfa and general feed stuff are the greatest ever grown. The city will handle this year 300,000 bales of cotton, which at ten cents the pound

will yield a revenue of \$15,000,000. Before the year is completed there will have been added to the resources of Shreveport a large creosoting plant costing \$150,000 and employing 150 men; a State Fair, covering 75 acres; an extension of the street car system seven miles in length; two new banking institutions with half a million capital; a large office building; the Majestic Theater and office building; a wholesale hat store, capital \$100,000; the Centenary College building to cost \$100,000; the First Baptist Church, to cost \$50,000; New City Hall, to cost

\$100,000; Electric Suburban Railway, etc.

The Progressive League of Shreveport is an organization formed for the purpose of promoting and assisting in the establishment of industrial, manufacturing and commercial enterprises in Shreveport. Information concerning local conditions will be cheerfully furnished on addressing the secretary. A One Hundred Thousand Club for thoroughly advertising the city has been recently organized and is doing effective work.

## National Ship Canal Enterprises.

Inland navigation by means of canals was fostered by the several states in the Union as early as the year 1821, when the Lehigh Coal and Navigation Company's canal, between Coalport and Easton, Penn., was completed. Most of the canals were constructed by private corporations, though quite a number were constructed by the states which they traversed. Up to 1899 thirty-nine canals varying in depth from three and one-half to twenty-six feet and in length from 2½ miles to 317 miles had been completed. The aggregate length of these canals was 2,473½ miles and nearly all of them are in daily use. The gross cost of these canals has been approximately \$192,067,630. The most expensive of these was the Erie canal, built in 1826, connecting Albany and Buffalo, N. Y., 387 miles in length and costing \$52,540,800; the Welland ship canal, between Lake Ontario and Lake Erie, fourteen feet deep and 26¾ miles long, cost \$23,796,353. The Chesapeake and Ohio canal, between Cumberland, Md., and Washington, D. C., six feet deep and 184 miles long, cost \$11,290,327, and that of the Schuylkill Navigation Co., between Mill Creek and Philadelphia, Pa., built in 1826, six and one-quarter feet deep and 71 miles long, cost \$12,461,600. Nearly all of these are fresh water canals, intended for light draught boats. The deepest canals are the Sault St. Marie ship canal, between

Lake Superior and Lake Huron, three miles long and eighteen feet deep, costing \$4,000,000; the St. Mary's Falls canal between Lake Superior and Lake Huron, twenty-one feet deep and one and one-third miles long, costing \$7,909,667; the Welland Ship canal; the Harlem River ship canal, between Hudson river and Long Island sound, costing \$2,700,000, and the Port Arthur, Tex., ship canal, twenty-six feet deep and seven miles long. The last named two canals were constructed for ocean traffic.

The largest foreign ship canals in use are the Suez canal, depth thirty-one feet, length ninety miles, cost \$100,000,000; the Cronstadt-St. Petersburg canal, depth twenty and one-half feet, length sixteen miles, cost \$10,000,000; the Corinth canal, depth twenty-six and one quarter feet, length four miles, cost \$5,000,000; the Manchester ship canal, twenty-six feet deep, 35½ miles long, cost \$75,000,000; the Baltic and North Sea Canal, twenty-nine and one-half feet deep, 61 miles long, cost \$40,000,000 and the Elbe and Trave Canal, ten feet deep and 41 miles long constructed at a cost of \$6,000,000.

While the National Government has expended vast sums of money on the improvement of the National waterways of the United States and the numerous harbors, very little if anything was done by the government in the

way of providing artificial waterways until the Panama Canal proposition came under consideration. The construction of the Panama Canal, the most stupendous undertaking of modern times, is now in progress and in due time will be completed. It is a national enterprise, and American undertakings are generally carried to a successful conclusion.

In the earlier years of the republic water transportation was of necessity the prevailing mode of maintaining traffic between distant points. It was necessarily cumbrous, slow and tedious. The settlement of the country followed the lines of water communication and the growing cities of the day were on the rivers of the interior. For the traffic that existed the facilities afforded by water transportation were probably adequate. The development of railroad transportation made available large areas previously unoccupied and created numerous trade centers distant from the rivers, which gradually cut off the trade of the river towns. The quicker and easier railroad transportation in time absorbed all the business there was. River navigation in most localities became extinct and what managed to survive in 1900 was not ten per cent of the traffic that existed in 1870.

The development of the country has now reached the point where the population and the traffic have become great enough to make water transportation in places desirable, and this desire finds its expression in the various plans submitted to Congress for improving the existing waterways and for constructing new lines of canals along the Atlantic and Gulf coasts and between the Great Lakes and the Gulf. The undertaking of the construction of the Panama Canal by the Government has stimulated in various sections of the country the desire for more extensive inland water communication and of the several plans laid before Congress by the various commercial bodies, the following are perhaps the most important.

The Atlantic and Mexican Gulf coasts of the United States, from New York down to the east side of Florida peninsula, to the mouth of the Rio

Grande river, which is the boundary between Texas and Mexico, are skirted by islands or studded with lakes and bays which could be easily connected by navigable channels so as to furnish practically a landlocked waterway all the way from the New York metropolis to the border of Mexico through an extent of many thousands of miles.

Much of this chain of waterways has already been connected, a canal having been cut years ago through the peninsula, which separates the Delaware Bay from the Chesapeake. There is also a navigable channel from the waters of Hampton Roads through the Dismal Swamp into Elizabeth river and Albemarle Sound, in North Carolina.

It would be possible, if the Peninsula of Florida were cut through, to make an intercoastal canal all the way from New York to the Mexican border.

During May, 1906, an interstate convention was held at Lake Charles, La., to consider a proposition to connect the Mississippi river with the Rio Grande, a distance around the coast of nearly 700 miles.

The proposed undertaking would be a canal only in the matter of its connecting links, as it is a natural waterway composed of the inland bays, beginning at the mouth of the Rio Grande river and extending east along the Laguna Madre bay, Corpus Christi bay, Matagorda bay, the canal already completed from mouth of Brazos river to Galveston bay, Sabine lake, White lake, Vermillion bay, the upper Atchafalaya bay or Grand lake to the Mississippi river, where the Atchafalaya connects with the great river at the mouth of the Red.

Not only would there be a waterway along the coast for nearly 700 miles, but it would give direct communication with all the bays and rivers that empty into the gulf, and open them to light-draft steamers for all local business. It is estimated that 2,000 miles of river and bay navigation would be opened up, affording transportation for an immense tonnage, consisting of lumber, sugar, rice, cotton, corn, alfalfa and other hay, cotton seed oil mill supplies and fuel oil, sufficient to warrant the expenditure of many more times \$4,-

000,000 in saving of freight charges than would be its estimated cost.

Stretches of this canal are being navigated now, but it can not be used to the greatest advantage until connected up with the Mississippi river and its tributaries, which will enable light draft boats from Pittsburg, St. Louis and other points to go up the Rio Grande river.

This canal will connect at Morgan City with the Barataria and Lafourche canal, which is now being navigated from Houma, La., to New Orleans, and so soon as the channel is completed between Bayou Terrebonne and Bayou Black, a distance of one mile, it will be navigable from Morgan City to New Orleans, yet by constructing the interstate inland waterway from Morgan City to a point above Donaldsonville it will save many miles to boats from and to points on the Upper Mississippi to points along the canal that would have to double by running to New Orleans.

In view of the project outlined above, it is of interest to note that a similar movement is under consideration in Chicago in reference to connecting the Mississippi river and the Great Lakes. The Board of Directors of the Chicago Commercial Association, who have studied the proposition for several months have unanimously reported in favor of a navigable waterway which will give a direct route for vessels of considerable size from Lake Michigan to the Mississippi river and thence southward to the sea.

The famous Chicago Drainage Canal, by which the flow of a large body of water is established from Lake Michigan through the Des Plaines and Illinois rivers to the Mississippi, is to be the beginning of the route. This canal was constructed by the city of Chicago at a cost of \$50,000,000, to carry the drainage and sewerage of that city away from the lake and into the Illinois river, which is a tributary of the Mississippi. The canal, from Lake Michigan to Lockport, where the Des Plaines river is reached, is thirty-three miles long, averages a width of 200 feet, carries 300,000 cubic feet of water

per minute with a minimum water depth of 22 feet.

Very considerable vessels can pass through it, and to make a sufficient connection with the Mississippi river there would be required work on the Illinois river estimated to cost about \$30,000,000. The Mississippi river is being improved by the Mississippi River Commission at the cost of the National Government, and in the course of time a clear and fairly deep channel will be secured for vessels all the way from St. Louis down. The distance from Chicago to the mouth of the Illinois river is 328 miles, of which the Chicago Canal gives a completed route for 33 miles, leaving 295, which the National Government is to be asked to build, the Chicago Canal to be turned over to the Federal authorities.

Such a water route would not only be of great value to Chicago, but to the entire upper Mississippi Valley. Moreover, it would enable the United States to move warships into and out of the Northern lakes without, as is now the case, having to pass through foreign territory.

It is not improbable that sooner or later, and as a matter of coast defense, as well as for commercial considerations, the National Government may undertake the construction of these waterways. They could carry vessels having fifteen to eighteen feet draught and be heavily armed and out of danger's way until they can be concentrated at the point where they are needed. When the system of practically inland waterways is available, it will be possible to go by boat from St. Louis to New York by way of Chicago, Buffalo and Albany, or to the coast of Maine by way of St. Lawrence river, or from Chicago to New York by way of New Orleans, the Gulf Ports, Florida and the Atlantic ports, or from New York to the mouth of the Rio Grande and to its head of navigation, the entire voyage being made within land locked bays, lakes, rivers and canals, all some distance from the open sea. Should the Mexican Government likewise conclude to construct canals, this voyage could be extended to Tampico or Vera Cruz.

## The Tale of a Traveler.

Last spring Mr. T. S. Procter of Sharon Grove, Kentucky, made an extensive journey while in search of a new location. Upon his return to Kentucky he wrote a letter with permission to publish the same if thought proper. As the letter was rather long and space in "Current Events" is limited, it was necessary to cut out much that would be interesting reading matter, but the gist of the letter is contained in the following:

Sharon Grove, Ky., Feb. 27, '06.  
Mr. C. H. Ives, St. Louis, Mo.

Dear Sir:—I left Sharon Grove, Ky., February 6th, on a homeseekers' ticket for Stamford, Tex., took in parts of Arkansas and stopped over in different parts of Texas with a view of locating. I stopped at Fort Worth, a beautiful city, well located, with some fine land around it, but land is very high in price, as much so as the best lands in Kentucky that were well improved by a lifetime of work. Next I stopped at Cisco, Tex., and then at Stamford, in Jones county. This section of country did not appeal to me at all as a future home, and in addition, the price of the land was much higher than for the same character of land in the older states. I found in Jones, Haskell, Fisher and other counties beautiful land, laying well and covered with mesquite brush which they call timber. It grows about fifteen feet high and is used for posts and fuel. While these lands are very inviting to the eye, I found raw land, away from town, 8 to 10 miles, held at \$8 to \$25 per acre. With the sod to be first broken and homes to be built with lumber at \$30 to \$40 per thousand, looked to me like a hard proposition. Few of the settlers have any good buildings, only a shell of a house, with shiplaps on the outside wall and heavy brown paper for the inside wall. Most of the houses small and inconvenient to one from the older states. They seemed hardly habitable. Many have a wind break for sheltering man's best friend, the horse. This wind break is sometimes built of

lumber, but oftener of straw or grass. It is usually open to the south. The water, where they have wells, is from 50 to 100 feet under ground and is just unbearable. Many families drink old pond water, where they water the stock, and call it tank water. The pond is made by throwing a dam across a draw or drain to catch the water from the slopes. It is hardly palatable in February, and I don't see how they can use it in hot weather.

The land will grow from one-third to one-half bale of cotton on an average per acre in seasonable weather. Corn yields from 15 to 25 bushels and is very poor, with many faulty and rotten grains. It is not at all suitable for feeding thoroughbreds or for making Kentucky whisky. Our horses would die with blind staggers from eating it and our men would have the jim jams from the whisky.

The public lands, or what should be such, have absolutely been gobbled up by speculators, rings, trusts and everybody else, except bona fide settlers, and these speculators are offering this land at \$8 to \$25 per acre. If the state had sold this land in lots of 160 acres to actual settlers at prices within their reach, the state would have been benefitted. The increased area under cultivation would have caused an increased rain.

As it is now the land is entirely out of reach of the man of moderate means, without great privations to himself and his family. They have had two fairly good crops, and it has put a boom afloat in the country that will surely bring ruin to a large number of unsuspecting suckers who are seeking homes, for Western Texas is surely in the drouth belt. To show how this land was gobbled up I will mention what an old Texan of Jones county told me: He told me of one man, wife and ten children who had entered 48 sections, 30,720 acres at one dollar per acre who had not money enough to buy a square meal. They were furnished the money for filing and received \$100 per section

as their part of the grab. This same land is now being sold for \$8 to \$25 per acre. It looks bright and rosy, with first payment of one-sixth and five years' time. Many have taken advantage of this offer, to find themselves unable to meet the next payment and to be eventually forced to move, leaving behind them the one-sixth payment and their improvements. These are not overdrawn statements, but pure and simple facts. Any one contemplating a change of home should consider well before leaving a comfortable home, surrounded with the comforts of a lifetime of labor for the uncertainties of the far west. I feel competent to judge of some of the trials of a frontier life, having in 1880 settled on the frontier of Kansas. In the 8 years of experience there I saw the country deserted by reason of drouth, and in one of those rigorous winters I think it was in 1885 or 1886, I saw 70 per cent of the cattle dead on the prairies and in the canyons. I lost over 300 head of good cows, costing \$30 per head, out of 600. The seasons have apparently changed since then, but here the farms were side by side. The land is held in large bodies in Texas and this precludes dense settlement.

In Western Texas there is another serious drawback to the families living in the shells of houses. The weather changes are sudden, from bright, warm sunshine to extreme hard, freezing weather. All within a few hours and very severe on man and beast. These storms are called northers and are frequent in the winter months. It is different in Eastern Texas, where the land is good and the weather seasonable.

From Texas I went to Arkansas, going north on the K. C. S. Ry. from Texarkana to the Ozarks, which in portions are thinly settled. Passing over the lowlands, good for corn and cotton, I visited Mena, a thriving place of 6,000 people, nestled down in a valley with high hills around it. This country is just coming into notice as the great fruit belt of the world, with an ideal climate, pure, sparkling water, timber

for fences and fuel in abundance. Lumber in the rough can be had at from \$8.00 to \$10.00 per thousand feet, and dressed lumber at \$15 to \$30 per thousand, placing building material within easy reach of everyone. In the valleys there is fine farm land, which can be bought at from \$10 to \$20 per acre, including fences, houses, barns and out buildings. Everywhere are clear running streams for stock and pure water for man.

Considerable of the country is rough, in places stony and much of it covered with cut over pine, white and red oak. This land is just suited for orchards and all kinds of fruits grow to perfection. People wishing to engage in fruit growing, gardening, melon raising, etc. should by all means investigate this section. I was out for a good location for a home, where a living could be made with moderate effort. I think I have found it near Mena, and I purchased 50 acres of land, 25 of them in orchard just bearing. This will be my home, and it is not for sale. In this section there is mineral which in time will be developed. In the mountains there is plenty of range unsurpassed for raising goats, the climate the best and raw land can be bought very low. I investigated poultry raising to some extent and found it in its infancy, but showing every prospect of success. A man with small means and plenty of energy can put out an orchard and live comfortably by raising berries and vegetables while his orchard is growing into a money maker. He need not undergo any privations while building up a farm. The rainfall is sufficient, a fact which can be readily ascertained from the U. S. Weather Bureau. In settling near Mena I am taking no chances on drouth and with good markets for farm products all around Mena I feel that I have made the best selection for a home. My son will start for Mena in a month. I cannot get off before fall, as I have a Kentucky farm to sell and a saw mill to dispose of. I am.

(Signed) Respectfully,  
T. S. PROCTOR.

## Fish and Game Laws of Missouri and Arkansas.

The game-hog, the pot-hunter and the dynamiter have infested the forest, fields and streams of Missouri, Arkansas and the Indian Territory so long and have carried on their depredations to such extent that drastic legislation was needed to save what there still remained of the game, these states were originally so bountifully supplied with. Both Missouri and Arkansas have adopted stringent laws in the hope of preventing the further willful destruction of game and fish. If these laws are vigorously enforced, as it is hoped they will be, the present generation in kilts may on maturity have an opportunity to play the role of Nimrod or follow the gentle precepts of Isaac Walton.

### The Missouri State Game and Fish Laws.

Owing to its great length only the most important provisions of the law can be published in this magazine. Copies of the law in full can be obtained by addressing the Secretary of State at Jefferson City, Mo.

The first section simply vests the title to all game and fish in the state.

Sec. 2. No person shall, within the state of Missouri, kill or have in his possession, living or dead, any wild bird other than a game bird, or purchase, offer or expose for sale, transport or ship, within or without the state, any such wild bird after it has been killed or caught except as permitted by this act. No part of the plumage, skin or body of any bird protected by this section shall be sold or had in possession for sale. For the purpose of this act, the following only shall be considered game birds: The Anatidae, commonly known as swans, geese, brant and river and sea-ducks; the Rallidae, commonly known as rails, coots, mud-hens and gallinules; Limicolae, commonly known as shore birds, plovers, surfbirds, snipe, woodcock, sandpiper, tattlers and curlews;

the Gallinae, commonly known as wild turkeys, grouse, prairie chicken, pheasants, partridges and quails.

Sec. 3. No person shall, within the state of Missouri, take or needlessly destroy the nest or the eggs of any wild bird nor shall have such nest or eggs in his or her possession except as permitted by this act.

Sec. 4. Any person who violates any of the provisions of sections 2 and 3 shall be guilty of a misdemeanor, and shall be liable to a fine of \$25.00 for each offense and an additional fine of \$5.00 for each bird, living or dead, or part of bird, or nest or eggs possessed in violation of this act.

Sec. 8. The English or European house sparrow, Coopers hawk, chicken hawk, goshawk, sharp shinned hawk, great horned owl and crow are not included among the birds protected by this act.

Sec. 9. No person or persons shall injure, kill or destroy by any means whatever the following named game birds, except between the following named dates: Wild turkey, Nov. 1st to Dec. 31st of each year. Quail (bobwhite, partridge), from Nov. 1st to December 31st of each year. Pinnated grouse (prairie chicken), Nov. 15th to December 15th of each year. Ducks and geese, Jan. 1st to April 30th and Sept. 15th to Dec. 31st of each year. Snipe, Jan. 1st to April 30th and Sept. 15th to Dec. 31st of each year. Plover, Aug. 1st to Dec. 31st of each year. Woodcock, Aug. 1st to Dec. 31st of each year. Doves, Aug. 1st to Dec. 31st of each year. Any one who shall violate any of the provisions of this section shall, upon conviction thereof, be punished by a fine of not less than \$25.00 nor more than \$50.00 for each offense and an additional fine of \$5 for each bird injured or killed.

Sec. 10. Any person who shall take, capture or kill, except under permit, any ruffed grouse (pheasant), Mongolian, Chinese or English pheasant or

other imported game birds before December the first, 1910, and thereafter only from November the fifteenth to December the fifteenth, shall be punished by a fine of not less than \$25.00 nor more than \$50.00 for each offense and an additional fine of \$5.00 for each bird captured, killed or possessed.

Sec. 11. Prohibits the shooting of aquatic birds from sneak boats, blinds, etc., on any of the waters of the state.

Sec. 12. Prohibits the use of snares, chemicals, traps, nets; poisons or other devices and prohibits hunting between sunset and sunrise.

Sec. 13. Makes it unlawful to kill any deer under one year of age or any doe of any age and unlawful to kill any deer of any age between Jan. 1 and Nov. 1 or each year. Squirrels may be killed only from July 1 to Dec. 31, and otter, beaver and muskrat from Nov. 1 to April 1. Hunting deer on the water or by use of artificial light is forbidden.

Sec. 15. The right given by this act to take or kill deer or birds, or to have in possession, unless otherwise specified, is limited to food purposes and to one deer, two turkeys, and twenty-five birds of any other species for each person in any one calendar day, and no person shall take, kill or have in possession at any one time more than two deer, four turkeys and fifty birds of any other species.

It is necessary for any person desiring to hunt game of any kind to first procure a license, which may be obtained from the county clerk and will cost \$1.15.

Sections 16 to 29 relate to fines and punishments for the illegal capture or killing of game and fish, for the transporting and possession and sale of same.

The most important provisions of the fish law are the following:

Sec. 30. It shall be unlawful for any person or persons to take, catch or kill any fish in any of the waters of this state by means of any seine, trammel net, gill net, fish trap or any other kind of net, trap, device, or means other than by ordinary hook and line, gig, spear and trot line. This law shall not apply to ponds or reservoirs wholly on the premises belonging to any person using such device; and seining shall be

lawful and allowed in the Mississippi and Missouri rivers, but not within three hundred yards from the mouth of any stream emptying into said rivers, between the first day of July in each year and the first day of April in the following year with seines, the meshes of which shall not be less than two inches square. Any person may use a small seine, not more than twenty feet in width, known as a minnow seine, for catching minnows, to be used for bait only. Any one offending against any of the provisions of this section shall be deemed guilty of a misdemeanor and be subject to a fine of not less than \$50.00 nor more than \$200.00 and costs of prosecution.

Sec 31. It shall be unlawful to sell or offer for sale any of the following named fishes mentioned below, which are less than the length specified for each:

Trout.....	eight inches
Pike .....	eleven inches
Jack salmon.....	eleven inches
Crappie .....	eight inches
Bass .....	eleven inches

Said fish to be measured from end of nose to fork of tail.

### The Game Laws of Arkansas.

The following is a condensed extract of the Arkansas Game and Fish Laws. These have been published in pamphlet form and can be obtained by addressing Mr. Ludwig, Secretary of State, Little Rock, Ark. There are 30 sections on the statute books regarding fish and game. Twelve of these sections refer to fishing and penalties for violation and the others to game and penalties for violation.

One of the provisions in the act passed in 1903 and amended in 1905 provides that non-residents shall not hunt, shoot, fish or trap at any season of the year in Arkansas except in Spring river, in Sharp and Fulton counties, where non-residents may fish with hook and line. The sections regarding fish prohibit the use of seines, traps, etc., except in Miller, Lafayette, Stone, Johnson, Jefferson, Lee, Faulkner and Phillips counties; prohibit the use of explosives in all counties of the state, and prohibit the construction of fish traps except in the counties of Conway, Arkansas, Saline, Madison, Little

River, Yell, Poinsett, Lincoln, Cleveland, Lawrence, Union, Carroll, Grant, Pike, Izard, White, Randolph, Calhoun, Bradley, Fulton, Marion, Phillips, Dallas, Baxter, Chicot, Lonoke, Johnson, Ouachita, Independence, Miller, Sharp, Pope, Newton, Cleburne, Van Buren, Searcy, Hot Springs, Stone and Clay.

The sections regarding game provides penalties for killing quail or partridges from March 1 to September 1; deer or fawn, February 1 to September 1; wild turkeys, May 1 to September 1, and prairie chickens, December 1 to October 1. Hunting with gun is prohibited except during the daytime on any of the waters of the state. Pens and traps for wild turkeys are prohibited at all times, and quail, prairie chickens and partridges may be caught in this manner only during the open season. Killing or maiming of any wild birds other than game birds is prohibited. English sparrows, crows, blackbirds, hawks, owls, eagles and other birds of prey are excluded.

The same section prohibits the sale or exhibition for sale of such game

birds or their eggs and makes transportation companies liable for having such in their possession. The act prohibits the sale of deer, quail, wild turkeys, prairie chickens or any other kind of game except bear, rabbits and squirrels. It also prohibits the shipment from the state of any kind of fish or game except rabbits, which must be in open crates. Chinese or English pheasants are protected until January 1, 1913, and a penalty is attached for killing, maiming or shipping out of the state, dead or alive, any of these fowls. The act gives railroads and express companies the right to open and examine packages which they may suppose contain fish or game for export.

A specific act passed at the last legislature prohibits the sale of squirrels killed in Ouachita and Union counties.

An act of the last legislature prohibits the catching of fish anywhere in the state with anything except hook and line, except in navigable streams, where hoopnets without wings may be used. Chicot, Ouachita, Pike, Yell and Woodruff counties are excluded from this provision.

## The Cotton Seed Oil Industry.

Cotton seed oil mills are now found in many of the smaller towns in the Southern States. To the passing wayfarer the sight of the big buildings conveys but little information and very few have any conception of the magnitude of this industry. Mr. Edward E. Lemmond, of the De Soto Cotton Oil Co. of Mansfield, La., in a recent article published in the Shreveport Times, has given an outline of the industry and the following information is derived from the same:

The cotton seed oil industry is of comparatively recent origin. Only several mills had been built in the United States prior to 1840. The industry did not reach commercial importance before 1870. Seven mills were built in 1860, and in 1870 twenty-six more were added to the list, which indicated the growth of one of the largest manufacturing industries of the South. In 1890 the number had increased to 119, and 1905 the total number of mills as re-

ported by the department of commerce and labor was 715, or an increase of 500 per cent. Within a period of just a little more than a quarter of a century the business has grown so rapidly and to such a magnitude that it is now universally recognized as one of the leading commercial enterprises of the South and ranks with some of the largest of the United States. It is the second largest manufacturing industry of the cotton growing states. The progress of the developments in the manufacture of its products has been so great and profitable that the shrewd captains of industry, not only of the South, but of the North, have invested largely until the combined capital now aggregates more than \$100,000,000.00. Mills are being built annually all over the South, and at the present rate of growth it is only a matter of time until the manufacture of cotton seed will be one of the most important commercial enterprises of the world.

These mills may be divided into two classes—the independent mills and those in combines. The number of independent mills exceed those in trusts, and are principally owned and controlled by individuals forming stock companies, or corporations. Great many of the independent mills have fertilizer plants in connection with the main factories and use a portion of their cotton seed meal as a nitrogenous ingredient in preparing a fertilizer for the local trade. Their products are principally sold through the broker to the fertilizer, manufacturer, refiner and exporter.

The larger cotton seed oil companies are the Southern Cotton Oil Co. of New York, controlling more than 120 mills; the American Cotton Oil Co. of New York, and the Interstate Cotton Seed Crushers' Association, having about 500 members. All of these are engaged in manufacturing everything obtainable from cotton seed.

Before the existence of oil mills the only value cotton seed had was for planting and fertilizing purposes. The condition of the soil in the Atlantic states was becoming practically exhausted and the farmer began sowing broadcast the seed obtained from the previous year's crop as a fertilizer to improve the lands. At this period the value placed on cotton seed when so used was from \$6 to \$9 a ton. The department of commerce and labor reports that for 1905 the mills paid an average price of \$15.51 per ton.

In some sections during the dormant season seed are sold as low as \$8 per ton, while in active running season I have known them to sell to the mills for \$20 per ton f. o. b. stations, for manufacture. Before the origin of the oil mill in some localities where seed were not used as a fertilizer, the disposition of them was a source of considerable trouble. In order to get rid of them they were hauled to some remote place, or stream and dumped to rot. Finally this became such a menace to health that in some states legislation was enacted to prevent it. In this day of close competition and the wonderfully increasing developments in the cotton seed oil industry, it seems a thing incredible that such was the condition of the seed situation then.

The total cotton seed crop in 1905 in round figures was about 5,000,000 tons, of which 3,000,000 tons, or 60 per cent were crushed by the mills. Estimating the average quantity for planting purpose at two bushels per acre, it would require about 90,000 tons to plant 30,000,000 acres, leaving a balance of about 1,900,000 tons to be utilized by the farmers for fertilizer in the seed form and for other purposes. The quantity of seed annually exported is about 10,000 tons. Considering that there are about 715 mills in operation as reported by the bureau of census, and 3,000,000 tons of seed crushed, the average quantity of crush per mill would be just a little more than 4,000 tons. The total value of the products from the 3,000,000 tons of seed, aggregates more than \$68,000,000.

Now let us consider for awhile the manufacture of cotton seed, the different products obtainable and the various purposes for which they are used. The condition of seed has a great deal to do with good products. The lint is almost waterproof and sustains very little damage in passing from the field to the mill. In wet seasons the deterioration amounts to a large percentage of the value of seed and the products obtained from such seed are of an inferior quality, and must be sold for inferior uses. The value of the oil, the most valuable product of cotton seed, depends largely upon the condition of seed when they reach the mill. The more moisture they contain, the less is their yield from manufacture and renders the quality inferior, in some instances making off oil. The products would be of a better quality and the oil mills would realize more for them if the seed were carefully graded, that is, the bad seed separated from the good ones. In order to do this, the grower, the ginner and the miller must work together. The tendency in this direction is demonstrated by the smaller cotton seed oil mills operating ginneries in connection with their mills, separating the bad from the good seed as they come from the lint. There is a percentage of loss in the manufacture of cotton seed as well as in the manufacture of any other article. At the oil mills screening is the first process of manufacture of seed. This process removes all foreign

substances such as sticks, sand, bolls, etc. The quantity of these foreign particles varies in different localities. The care and attention given to picking the cotton and the natural condition of the seed figures largely as regards the waste, or loss. The percentage of waste also varies with soils and seasons. For instance, cotton grown on sandy soil will naturally gather more sand in rainy seasons than cotton grown on most any other kind of soil. The fact is, that with cotton grown on the low lands, the seed contains more moisture than in seed from cotton grown on uplands. Under normal conditions seed contains from 4 per cent to 6 per cent moisture. Seed obtained from the first picking always contains more moisture than those subsequently purchased because they are green and the water content in them is large. The per cent of moisture usually runs from 8 per cent to 15 per cent for first picking, or green seed, and the buyer should be very careful in purchasing such seed, as this large per cent of moisture is a complete loss to the manufacturer.

Many of the mills have little testing scales by which they ascertain the per cent of moisture in the daily purchases of seed and regulates accordingly the price to be paid for them. The average waste in crush per ton of seed for season 1905, as reported by the bureau of the census, was 127 pounds, leaving a net balance of 1873 pounds for each ton of seed to be converted into the various products. In some localities, for instance, the Carolinas, I have known the waste to run as low as 85 pounds per ton of seed from the time they were delivered at the mill until they were manufactured, leaving a balance of 1915 pounds to be distributed proportionately in the yield of the manufactured products. I attribute this difference of loss in manufacture of seed from different localities to the care of picking the cotton, the difference in soil and, no doubt, largely to the use of commercial fertilizers.

It is a decided fact that fertilizers used in the production of cotton seed add to the maximum yield of crude cotton seed oil.

The crude oil mills manufacture from cotton seed crude oil, cake and meal,

and hulls and linters. These products are by other manufacturing processes converted into various other articles of trade and sold throughout the United States and abroad. Cotton linters are used for cotton batting, carpets, cheap yarns, rope and twine, and to an extent for upholstering. The greater quantity of them are exported and distributed throughout the European markets. Cotton seed hulls are used for feeding cattle making paper and for fertilizer. They are used very little for the latter, if any now. For a long time the hulls had no value at all and the mills used them as a fuel. Later it was discovered that the ashes from burning them had fertilizing qualities, and as a result it gave the ashes a commercial value. Still later it was discovered that hulls mixed with cotton seed meal made an excellent stock food. They are used so extensively now as a feed for cattle that the demand is greater than the supply. From cotton seed meal fertilizers are made and as a stock food it has no equal. It has also been tested as a human food and passed on as being very fine and nutritive. Biscuit made from cotton seed meal was passed around at the meeting of the Interstate Cotton-seed Crushers' Association at Atlanta, Ga., in May, and discovered to be a fine substitute for wheat flour. As a fertilizer or in the manufacture of fertilizers, it is unsurpassed. The industry has developed so wonderfully and to such an extent that the manufacturer of fertilizers regards cotton seed meal as a source of nitrogen. On visiting the various mills you will find that great many of them operate fertilizer plants, mixing the cotton seed meal with a proportionate quantity of acid phosphate and kainit. In this way the mills obtain a maximum value for the cotton seed meal. The experience of some of the largest users of cotton seed meal fertilizer teaches that it has a greater commercial and productive value in the cultivation of certain products than any fertilizer obtainable. A large quantity of the cotton seed meal and cake goes to the European markets. I am told that the cake is re-worked there by a finer and more economical process of manufacture and that the quantity of oil left in the cake by the American

crusher is extracted. The confectionery trade has discovered that the kernel of a cotton seed when parched, makes a fine substitute for peanuts in the manufacture of peanut brittle.

From cotton seed the crude mills also obtain crude cotton seed oil, the most valuable product from seed, and which is variously used for edibles and other purposes. The oil is extracted from the seeds at the mills in the crude state, and then goes to the refineries where the refining processes produce "summer yellow" oil. The condition of seed and the inferior methods of manufacture regulate largely the grade of oils. Owing to damaged seed and the poor process of manufacture, the first refining of crude oil does not always produce the same grade of oil. "Summer yellow" oil has been classified by the trade as choice, prime, off, and soap oil. Difference in flavor and color determines the grade. Choice and prime are used for edible purposes, while the off and soap oil, or grades, are used for making soaps and for other purposes.

In conclusion just a few words to the farmer relative to the disposition of his surplus seed. In the foregoing you will see that the quantity of seed utilized by the farmer for fertilizer and other purposes for season 1905 was near 1,900,000 tons. Had they sold this quantity of seed to the mills at \$15.51, the average price paid by the mills for season 1905, a total value of \$29,469,000 would have been obtained for them. As they were not sold evidently they were used as a fertilizer. Analytical results place the relative commercial value of a ton of seed at about \$11.83. Figuring 1,900,000 tons at the relative commercial value and the price obtainable for them from the mills, we find the farmer lost on every ton when used as a fertilizer, \$3.68, or a total value of \$6,992,000. There are in every ton of cotton seed from 750 to 800 pounds of meal, the commercial value of which is not less than \$9.25. Will take that as a basis. Now if the commercial value of one ton of seed is \$11.83, and relative commercial value of the meal obtained from one ton of seed is \$9.25, then there is only a balance of \$2.58 which must be made up by the oil, hulls, linters and waste, or in other words the meal from

one ton of seed—the value of plant food. This difference is principally in the hulls, as linters and oil is not considered of any appreciable value as a fertilizer. Now then, furthermore, taking the three manufactured products: Oil, hulls and linters will suppose they are manufactured), derivable from the 1,900,000 tons of seed and allowing \$2.58 per ton when so used as a fertilizer, we find that the farmers from their surplus crop of seed for 1905 distributed as a complete loss to themselves as well as a loss to the crude mills a total valuation of manufactured products aggregating approximately eighteen million dollars. These figures are astounding and you may doubt them, but I can prove to you that they are correct and conservative. Well, then, you may ask what disposition shall we make of our surplus seed in order that we may derive the full benefit from them a fertilizer? If not by using them directly as a fertilizer, in what way should they be used for fertilizing purposes? Here it is in a nut shell. Exchange all the seed you have other than for planting for a fair equivalent of meal, using every pound of it as a fertilizer to improve your lands less the quantity required for stock food. Do not sell your seed and put the value of them into something else, but use the equivalent in enriching your farming lands. Cotton seed meal is a cheaper and more effective fertilizer than cotton seed, and the farmer should never use cotton seed directly as a fertilizer when he can obtain cotton seed meal. One ton of meal is equivalent to 4,230 pounds of cotton seed as a plant food, or for fertilizing values. Or in other words, 943 pounds of cotton seed meal contains as much plant food, or fertilizing values as 2,000 pounds, or a ton of cotton seed. It is generally accepted with the crude mills that 800 pounds of cotton seed meal is equivalent to 2,000 pounds of cotton seed. In order to get the seed the mills allow a much better exchange than this. When cotton seed sell from \$15 to \$19 per ton, most of the mills allow from 1,100 to 1,500 pounds more or less, of meal in exchange for one ton of seed, thus saving the farmer from \$5 to \$7 per ton on every ton of seed exchanged.

## Industrial Notes.

**ANDERSON, MO.**—The berry shipments from this point reached sixteen cars and netted \$13,000.

**BEAUMONT, TEX.**—The Nona Mills Company have added a turpentine plant to their holdings, the same to be operated in connection with their lumber mills. Beds of phosphates have recently been discovered in this section and these will probably be developed.

**BEAUMONT, TEX.**—Negotiations for the construction of a glass smelter and factory have been about concluded and it is thought that the new plant will be in operation by October 1st, 1906.

**BEAUMONT, TEX.**—The oil production during 1905 amounted, for the Texas district, 30,354,263.68 barrels; for the Jennings, La., district, 10,127,822.61 barrels; total, 40,482,086.29 barrels.

**BEAUMONT, TEX.**—The new industries located in Beaumont during the first two months of 1906 are the following: The East Texas Candy Co., new factory, capital \$10,000; Beaumont Shingle and Lumber Co., capacity 75,000 feet per day; the Beaumont Mfg. Co., sash, doors and blinds; company incorporated for the manufacture of dynamite; C. L. Rutt Lumber Co., capital \$75,000; the Ineada Laundry Co.; the Beaumont Construction Co., concrete blocks, etc.; the Beaumont Upholstering Co., capital \$10,000; the H. & H. Teaming Co., capital \$10,000; a new Methodist church; a new business block containing five stores; the Texas Boiler Works of Rush & Dunn; the Beaumont Stove and Castings Company. The freight receipts of Beaumont during 1905 amounted to 1,156,586,357 pounds, while the outgoing freight amounted to 1,121,279,822 pounds, this by rail. The Neches river freight tonnage amounted to 161,516 tons. The Texas rice crop for 1905 amounted to 6,025,966 bushels, valued at \$6,025,966. The crop was harvested from 194,386 acres, giving an average yield of 31 bushels per acre. The total amount of deposits in the four banks of Beaumont in February amounted to \$3,721,727.41, showing an increase of \$976,374.43 since June 30, 1906.

**CHRISTIE, LA.**—Mr. C. G. Larrabee of this place has sold 200 crates of tomatoes from three-fourths of an acre of land and at this date, July 1, he is still shipping from the same tract.

**DE QUEEN, ARK.**—The new town of Dierks on the De Queen & Eastern railway in Howard county, located 90 days ago, has now two hotels, four mercantile houses, a meat market, drug store, two restaurants, other business houses and a postoffice. Three new churches and a school are to be built in the immediate future. The new De Queen Electric Light and Ice plant is nearly completed and will be in operation soon.

**FORT SMITH, ARK.**—Parties from Boston, Mass., have under consideration a proposition to erect here a cotton mill. The plant under consideration is to cost \$800,000 and is to operate 50,000 spindles. Mr. W. C. Ballinger is now erecting a two-story brick building to be used as a factory for making pants, etc. Contracts for 65 miles of new street paving were let Sept. 1, 05. A new public school building costing \$40,000 has just been completed, giving the city nine ward schools and one high school. The Fort Smith & Van Buren Interurban Electric Line is in course of construction. The construction of E. D. Haglin's six-story office building, costing \$90,000, is making rapid progress. Chauncey Bros.' Department Store building, costing \$50,000, is in course of construction. A brick plant capable of turning out 75,000 bricks per day is to be built before the close of the year.

**GENTRY, ARK.**—The strawberry shipments from this point from May 4th to June 1st amounted to 14,545 crates and yielded a revenue of \$14,646.81.

**GRAVETTE, ARK.**—The strawberry crop at this point amounted to 7,500 crates and brought in a revenue of \$6,000 to \$7,000.

**HEAVENER, I. T.**—Messrs. Mason and Wilson will erect a wagon factory at this point and are now working on the estimates for the buildings.

**JOPLIN, MO.**—The Laffin & Rand Powder Co. has added an electric power plant to their works at a cost of \$80,000. The Joplin Overall Factory has completed its two-story brick building and has begun operations with 33 machines. The increase in the production of lead and zinc ores during the past five months is nearly 25,000,000 pounds. If the increase is maintained during the year the value of the output for the year will be \$15,000,000. The value of the zinc output for five months is \$4,760,879, and of lead \$1,144,035. The Webb City Northern Electric railway is now in operation. The South Joplin Bank has recently been organized and as soon as its building is completed will open up for business. Mr. H. M. Ramsay will be the first cashier.

**JOPLIN, MO.**—The South Joplin Club is organizing a corporation to build a \$200,000 club house. The new M. E. church, costing \$55,000, has just been dedicated.

**JOPLIN, MO.**—Joplin is looking for a man with capital to open a wholesale hardware store. Local capital would take some stock in a company to handle wholesale hardware.

**LAKE CHARLES, LA.**—Congress, at its recent session, appropriated the sum of \$125,000 for the construction of a federal building, to contain the United States court, the postoffice and other federal offices. Construction is to begin at an early day. The Lake Charles Ice, Light and Water Works

Company has just placed an order for machinery, which will double its ice-producing capacity. The daily output will be 120 tons of ice after the new machinery is installed. The American Sulphur and Oil Company, Jno. H. Harrison of St. Louis, president, has been organized for the purpose of developing 4,000 acres of oil and sulphur land recently acquired. The machinery for the oil and sulphur borings is now on the way.

**LEESVILLE, LA.**—The new Leesville Hotel is now in course of construction. It will cover 90x120 feet of ground and will cost completed \$30,000. The Vernon Iron Works has largely increased its plant, adding new lathes and new engines.

**MENA, ARK.**—The General Hospital of the Kansas City Southern railway has been located here. The building when completed and furnished will cost \$35,000. The Odd Fellows are building a permanent home here. A contract for the building of a new two-story brick hotel has been closed. The new hotel will have thirty rooms and will be equipped with baths, electric lights and other modern conveniences. The Mena Electric Light and Power plant has been enlarged. A new 165 horsepower engine has been installed and put in service.

**NEOSHO, MO.**—Stock subscriptions for a canning factory are now being taken and \$6,000 of the needed \$20,000 has been already subscribed. The capacity of the plant when built will be 20,000 cans per day.

**NEOSHO, MO.**—The strawberry shipments this year amount to 85 carloads, containing about 600 crates per car. The average crop was about 100 crates per acre. The city council has under consideration an enlargement of the water works system, to cost approximately \$40,000, the bonds for which have been voted at a recent election.

**NOBLE, LA.**—The Cochrane Brokerage Company of Kansas City write that the carload of potatoes received from this point, May 29th, was the finest shipment of potatoes received in that market, and that they were uniform in size, color and of good flavor. The firm has spoken for all future potato crops from this point.

**OAKS, I. T.**—This town needs a drug store, a hardware store and a blacksmith shop that can do both wood and iron work. Town easily reached from Siloam Springs, Ark. Write for information to N. M. Ayers.

**PITTSBURG, KANS.**—The Pittsburg Shale Brick Company, capital \$100,000, has been incorporated. It will take over the Custodis brick plant and greatly enlarge its capacity.

**PORT ARTHUR, TEX.**—The Sabine Tram Company has put in commission five barges and a river steamer to carry lumber from

Deweyville and Orange to Port Arthur. The De Forrest Wireless Telegraph Company will establish a telegraph station at this point. It will be ready for business about September 1st. According to the custom house records for the six months ending June 30, 1906, 239 vessels of 374,253 net register tonnage cleared from Port Arthur with cargoes. This report shows an increase of 53 vessels and 62,674 tonnage over a similar period of time last year.

**PORT ARTHUR, TEX.**—An improvement in the ship canal now in course of construction between Beaumont, Orange and Port Arthur will provide a turning basin in the canal in front of Port Arthur. The Lake View Hotel is now being enlarged and renovated. A forty-foot addition, two stories high, is now in course of construction. A new three-story brick building to be occupied by a new ship chandlery and supply store is now in course of construction.

**POTEAU, I. T.**—The city council is now negotiating for the installment of a municipal water works plant.

**SHREVEPORT, LA.**—Among the new enterprises in Shreveport are the Centenary College, a new public school building costing \$67,000, the Shreveport Creosote Co., capital \$100,000; the American Savings Bank and Trust Co., capital \$500,000; the Colonial Savings Bank and Trust Co., capital \$500,000; additions to the plant of the Shreveport Tank Mfg. Co.; the Webb Manufacturing Co. and the State Fair of Louisiana, capital \$20,000.

**SILLOAM SPRINGS, ARK.**—The Rogers Southwestern railway has been completed to Spring Town, three miles east of this city.

**SULPHUR SPRINGS, ARK.**—The Bank of Sulphur Springs has been organized and will open up for business as soon as its new building is completed.

**TEXARKANA, TEX.**—The early potato shipments as reported by the Truck Growers Association amounted to 35 cars, the price ranging from 87 cents to \$1.00 per bushel. Several carloads of cabbages were also shipped. The home consumption is so great that but little need be sent away to be marketed.

**TEXARKANA, TEX.**—An appropriation for the improvement of Sulphur river is expected from Congress at its next session. The Commercial Club is now looking about for a suitable steamboat to put on this stream. Up to the present date, July 25, 4,000 carloads of peaches, tomatoes, melons and berries have been shipped through this city. The Texarkana Casket Factory is enlarging its plant. Twenty thousand dollars will be spent on improvements.

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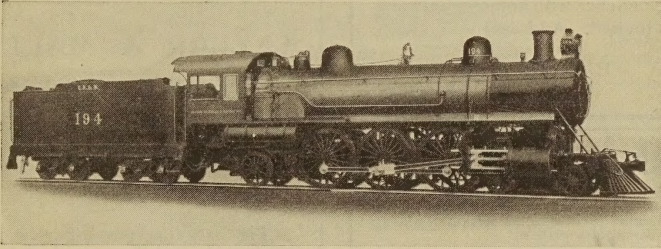
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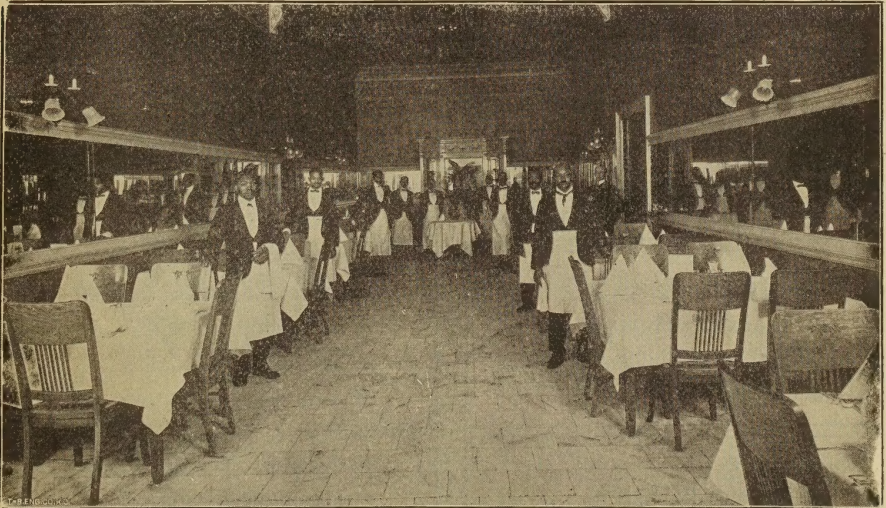
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FOR FURTHER INFORMATION ADDRESS

**PORT ARTHUR RICE AND IRRIGATION COMPANY**

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